



**USAFA  
Supplement SUPPLEMENT 1**

**14 February 1997**

**Flying Operations**

**GENERAL FLIGHT RULES**

---

**NOTICE:** This publication is available digitally on the SAF/AAD WWW site at: <http://afpubs.hq.af.mil>. If you lack access, contact your Publishing Distribution Office (PDO).

---

OPR: 34 OG/OGV (Capt Hullihen)  
Supersedes AFI 11-206/USAFA Sup 1, 12 October 1995.

Certified by: 34 OG/OGV (Lt Col Beasley)  
Pages: 4  
Distribution: F

---

AFI 11-206, 1 December 1996, is supplemented as follows:

**1.3.2.** Coordinate all requests for waivers through 34 OG/OGV.

**1.6.** Submit recommendations for improvement to 34 OG/OGV.

**2.1.1.** Charts covering the route of flight must be on board all Academy aircraft (exception: sailplanes in the sailplane working area). These charts must be appropriate for the aircraft and type of mission flown.

**2.3.** When operating from nonmilitary fields, crews will obtain weather information from Flight Service or via telephone from the nearest military weather facility.

**2.4.** The T-43 Mission Commander, or designated representative, will verbally brief all navigation instructors and students. The lead instructor (I-1) or designated instructor will ensure that all passengers on training missions are briefed in accordance with local directives.

**2.5.1.4.** USAFA crews may operate Garmin 55 or Garmin 90 portable GPS units in VFR conditions in accordance with 5.8.3.3 of AFI basic instruction.

**2.5.4.** USAFA crewmembers will not wear wigs, hair pieces, earrings, ornaments, nor rings while performing aircrew duties.

**2.6.1.** USAFA Motorglider and Sailplanes are exempted from the requirement to possess attitude indicating instrumentation. The TG-4 sailplane is exempted from the requirement for operable instrumentation in the rear cockpit that the pilot in command occupies. All these aircraft are restricted to operations in VMC only. (HQ AFFSA waivers 96001, 96002)

**3.1.2.** For flights conducted entirely within the designated local area, the following forms may be used in lieu of the DD Form 175.

**3.1.2.1(Added).** The 94th Flying Training Squadron (94 FTS) may use either the aircraft flight status and time log or the electronic logging system. The local flight clearance/daily flight order will be used in addition to the electronic logging system for all powered aircraft.

3.1.2.2(Added).The 98th Flying Training Squadron (98 FTS) may use the local flight clearance/daily flight order for UV-18B missions.

**3.2.** The 98 FTS may use the local jump manifest record for parachutists and passengers manifested through the squadron operations center. The 50 TS instructors and USAFA cadets will be listed on the flight authorization.

A copy of the 50 TS flight authorization will be left on file with the originating Base Operations desk. All 50 TS passengers will be manifested through a military passenger terminal in accordance with local directives.

**4.3.1.** USAF Academy UV-18, T-41, C-150, TG-7, TG-11 and nonpowered aircraft may file to and land at CONUS civil (P) airports. These flights must be in support of unit mission requirements and must be properly planned to avoid the risks associated with using nonmilitary facilities.

4.3.5(Added). Cancellations. The T-43 I-1 and the aircraft commander will make the final decision to cancel an airborne mission based on training equipment availability. The 50 TS/DO, in conjunction with the I-1, will decide when to cancel a mission prior to launch.

**5.6.2.** Due to limited radio capabilities, TG-7, TG-11, and nonpowered aircraft are exempt from the requirement to continuously monitor emergency frequencies. T-41 and C-150 aircraft are exempt from this requirement when local area procedures dictate (HQ AFFSA waiver, radio requirements, 95002).

**5.8.3.2.** Enhancement Systems. UV-18s will use the GPS only as a navigational backup and will not rely upon it as a primary means of navigation or for instrument approaches in IMC.

**5.12.** 94 FTS sailplanes will set field elevation prior to takeoff. (HQ AFFSA waiver altimeter setting, 95003).

**5.13.1.** The safety observer for simulated instrument flight must be a pilot qualified in the aircraft.

**5.13.2.1.** Pilots will not use vision-restricting devices for takeoffs or landings.

5.14.1.Simulated emergency procedures will not be practiced at night, in IMC, nor in weather conditions which would preclude flight according to VFR.

**5.14.2.1.** Pilots will not practice emergency takeoff and landing procedures unless an instructor pilot or flight examiner is seated at, and has immediate access to aircraft controls.

**5.14.2.2.** When mission requirements dictate, the TG-11 engine may be shut down in flight. However, the engine must be operating in the landing phase of flight. A UV-18B engine may be shut down during a Functional Check Flight (FCF). Practice engine shutdowns are not authorized for any other USAFA aircraft.

5.14.2.2.1(Added). UV-18B simulated engine failure may not be practiced below 300 feet AGL and must be in accordance with the flight manual.

**5.14.2.3.** Single-engine aircraft may not initiate engine failure emergency procedures below 1500 feet AGL (exception: see below).

5.14.2.3.1(Added). T-41, C-150, TG-11, and TG-7 aircraft are authorized to fly simulated forced landings (SFL) in accordance with flight manual procedures to 200 feet AGL in their designated local training areas. At Aardvark auxiliary airfield, TG-7s and TG-11s may descend no lower than 50 feet AGL. At military airfields and at civil airfields where letters of agreement are in effect, aircraft may fly SFLs to landing with tower approval.

**5.15.3.** Touch and go landings in powered aircraft will be for the purposes of upgrade and continuation training as outlined in local, aircraft-specific directives. An Instructor Pilot qualified in the aircraft must be on board for all touch and go landings.

**5.17.4.3.** Due to ammeter limitations, C-150 and T-41 aircraft will use landing lights on straight-in approaches, during poor visibility, or when determined necessary by the pilot.

**5.18.** Sailplane aerobatics will only be performed in designated areas within Alert Area A-260. Aerobatics in other locations require ATC assigned airspace and prior coordination with the FAA. TG-7A departure training may be conducted in the local motorglider training areas immediately north of A-260 (HQ AFFSA waiver, aerobatics, 95004).

**5.19.** In addition to requirements of AFI 11-209, guidance for Academy flyovers is outlined in 34 OG local directives.

**6.2.** Requirements for parachutes, clothing, and survival equipment are outlined in aircraft T.O.s and local, aircraft-specific directives. Flotation equipment is not required in Academy aircraft in which over water flight is conducted only during approach and landing.

**6.4.** USAF Academy aircraft may operate without supplemental oxygen indefinitely up to 12,500 feet MSL in the local training areas, or when flying over mountainous terrain. Additionally, crewmembers may fly between 12,500 - 14,000 feet MSL for 30 minutes in mountainous terrain, without supplemental oxygen. Anywhere, any time above 14,000 feet MSL, crew members must use supplemental oxygen. If not in the local training areas or crossing mountainous terrain, USAFA crewmembers will adhere to restrictions in AFI 11-206. (HQ AFFSA waiver, oxygen requirements, 95005).

**6.4.1.** Parachutists are considered passengers (PAX).

**6.4.4.** The T-43 mission Commander will report any incident to USAF Academy Safety through 34th Training Wing Safety (34 TRW/SE). The Colorado Air National Guard (COANG) will report the incident to their safety office as required.

**7.2.1.** Local flight plans of USAFA aircraft are allowed when forecasted weather is below 1500/3 if:

The latest weather observation at USAFA indicates a minimum ceiling of 2000 feet AGL and 3 SM visibility.

A VFR alternate is designated and forecasted to be 1500/3, to include intermittent conditions, for the duration of the flight plus 1 hour.

Weather enroute to the alternate is VFR and forecasted to remain so for the duration of the flight.

Additionally, sailplane pattern tows may continue if reported ceiling and visibility are greater than 1500/3 (HQ AFFSA waiver, VFR filing minimums, 95006).

**8.1.2.** Academy sailplanes may operate between FL 180 and FL 250 while on a VFR flight plan, and while in the confines of ARTCC assigned wave flying airspace. Academy aircraft may fly on federal victor airways at the proper VFR hemispheric altitude (HQ AFFSA waiver, IFR flight plans, 95007, HQ AFFSA waiver, IFR federal airways, 95008).

**8.6.** UV-18B takeoff minimums require that existing weather must be at or above compatible landing minimums. For initial upgrade training, an IP will perform the takeoff if the weather is less than 300/1.

**8.13.1.1.** UV-18B IPs or FEs may fly to published approach minimums. All other UV-18B crewmembers are restricted to 200 feet ceiling and 1/2 mile visibility (2400 feet RVR) or published minimums, whichever is higher.

**8.13.2.** UV-18B aircraft are authorized to continue to the missed approach point and land, if the aircraft is in a position to make a safe landing and the runway environment is in sight.

STEPHEN R. LORENZ, Brigadier General, USAF  
Commandant of Cadets